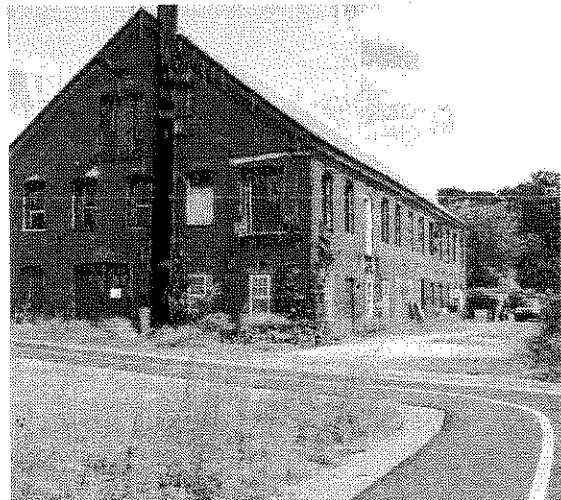
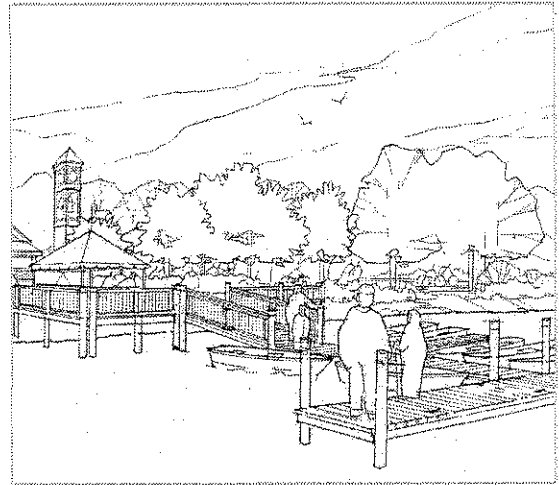
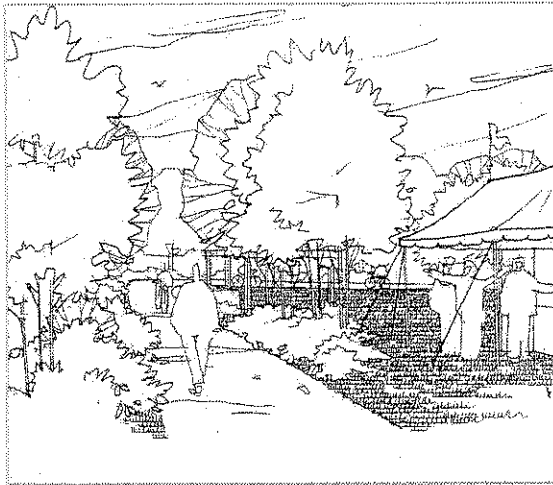


Wharf Park Planning Lower Mill Yard

Schematic Master Plan & Development Studies
Amesbury, Massachusetts



Walter Cudnohufsky Associates

Landscape Architects and Planners

P. O. Box 489

Ashfield, MA 01330

413-628-4600 • wcala@wcala.com

with

Guidelines Inc.

Damon Mill Rd

Concord, MA

Contents

<i>Introduction</i>	<i>2</i>
<i>History</i>	<i>2</i>
<i>A Gallery of Images</i>	<i>9</i>
<i>Site Assessment</i>	<i>13</i>
<i>The Program Elements</i>	<i>14</i>
<i>Wharf Park Design Concept</i>	<i>16</i>
<i>Elements of the Design</i>	<i>18</i>
<i>Environmental Issues</i>	<i>22</i>
<i>Cost Estimate</i>	<i>24</i>
<i>Meeting the Grant Criteria/Objectives</i>	<i>25</i>
<i>Summary</i>	<i>26</i>
<i>Appendix - Design Plans and Sketches.....</i>	<i>27</i>

Introduction

Today, Amesbury's best planning strategy implies investing more in the reclamation and reuse of its central, inspirational Lower Mill Yard (LMY) on the waterfront. Central to that 10-plus acre Mill Yard is the one-half acre Wharf Site. The history of the Mill Yard is ripe for interpretation and has great potential for community and family gatherings. Given the appropriate mix of uses, the LMY can become a vital component of downtown Amesbury at all hours of the day and in all seasons.

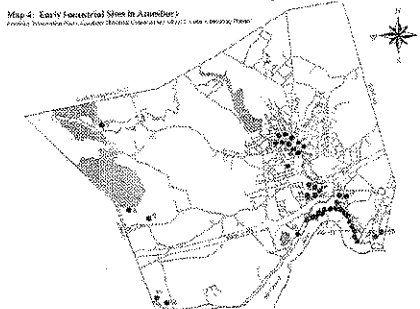
The Wharf Park site is favorably located at the confluence of the Powwow and the Back Rivers. It offers natural flood plain, woodland and river views that are both a delight and a counterpoint to the urban town center which forms its opposite backdrop. With the much-needed Transportation Center being constructed on an adjacent site, this is an opportunity whose time has come! This conceptual testing of design options reveals just how exciting the new center of Amesbury could become.

History

Background

Some of Amesbury's founders arrived with John Winthrop's fleet in 1630. As settlements close to Boston and Salem became crowded, new sites for immigrants needed to be established. Salisbury became an early settlement location because of its ample upland fields, vacated by the Penacooks, and by the extensive salt marsh available for livestock winter fodder. In 1642, Town of Salisbury officials determined that the available allotment of land could not support the immigration of new settlers, and 30 families were ordered to move to the west side of the Powwow River. In 1668, having obtained the required minister and built a parish house (the "Sandy Hill Meetinghouse," in the vicinity of what is now the Union Cemetery), the new Town of Amesbury was incorporated by the General Court.

Because of the difficulty of overland travel during Colonial times, major settlements were established along coastal and inland navigable waterways. Commerce among these coastal communities and the fishing



1. William Osgood sawmill on the Powwow River Falls, 1641
2. Sawmill of Richard Currier and Thomas Macy, 1656
3. William Osgood gristmill
4. Iron works at the Powwow River built by Col. March and others, 1710
5. Benjamin Eastman fulling mill on the Powwow falls, 1708
6. Textile Mill of Paul Moody and Ezra Worthen at the Powwow falls, 1813
18. Richard Currier ship yard at the base of the Powwow River falls
19. Wadleigh ship yard
20. Rowell ship yard
21. Moulton ship yard

industry required a large number of various kinds of marine vessels. Amesbury's sawmills on the Powwow River Falls encouraged the development of related industries such as shipbuilding and the manufacture of barrel staves. Amesbury soon became a center of shipbuilding, and between 1639 and the cessation of building, in excess of 600 vessels were built in Amesbury from 50 tons to 800 tons burden. Many smaller craft were also built here: the Lowell's Boat Shop alone produced over 150,000 craft, including the famous Lowell dory.

Mills and shipyards predominated in the late 1600's and early 1700's

The Powwow River provided the ideal location for the development of a water-powered textile industry, with

its 75-foot drop within one-quarter mile and its reliable and modest flow of water suitable for the Rhode Island-type foundations, which allowed water wheels to be placed directly into the riverbed. The Powwow River also had the distinct advantage of being a navigable waterway, allowing the shipment of raw and finished goods to and from the site of manufacture.

History of Wharf Site

Historic Amesbury is located for the most part in the "village along the Merrimac and the downtown area of mills and businesses along the



Historic photograph of the carriage shop, showing the entrance and the carriages.

The carriage industry was a major contributor to the activity of the Lower Mill Yard

Powwow." The Lower Mill Yard area along the Powwow became a center of trade and manufacturing, as first ships and then trains brought material for the creation of Amesbury Carriages.

Between the years of 1856 and 1869, 11 carriage manufacturing shops opened in Amesbury proper. Among the first of these, R. F. Briggs and Co. opened in 1856 in a building that still stands at the corner of Cedar and Poplar Streets in the Lower Mill Yard. During these years, the average

combined production of carriages was 1,500 a year. From the 1830's to the early 1900's Amesbury's carriage industry was the backbone of the local economy. During

these boom years, new homes, huge factories, opera houses and hotels were built to accommodate the growing prosperity of Amesbury. Over

100 companies were engaged in this industry, working in harmony and with community spirit. Energy from the Powwow River fueled the cooperative association of artists and craftsmen, among whom wheelwrights, metal workers, draftsmen, blacksmiths and upholsterers, that produced up to 20,000 carriages per year.

With names like Bailey, Biddle and Smart, Briggs, Denet, Ellis, Felch, Folger & Drummond, Hume, Huntington, Lane, Miller, Osgood, Patten, Rowell, Walker and Wells, Amesbury became known as the "Carriage Center of the World."

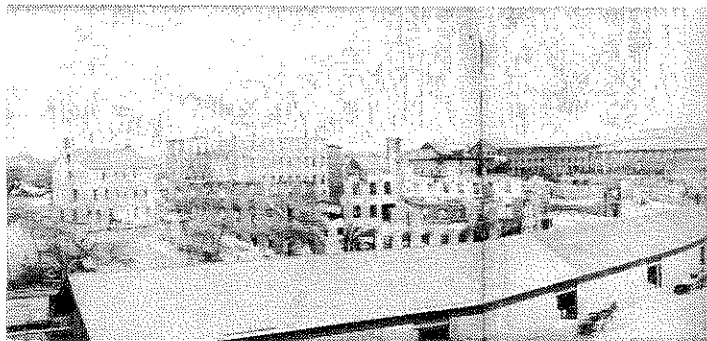
Many assembly techniques developed in Amesbury enabled the production of high quality carriages at reasonable prices. These methods eventually carried over into the mass production of automobile bodies and other parts.

Amesbury has begun the redevelopment of the Lower Mill Yard with two major transportation projects that radiate from the Wharf area. They include a new \$3.5 million dollar Merrimac Valley Regional Transportation Center, and the Riverwalk along the Boston & Maine railbed (also known as the "Amesbury Branch"), running west from the Salisbury connection to the former Boston to Portland railbed. Now the Town proposes that the publicly owned parcel at the confluence of the Back and Powwow Rivers be used to create its main cultural park facility, united and celebrating its manufacturing and transportation history.

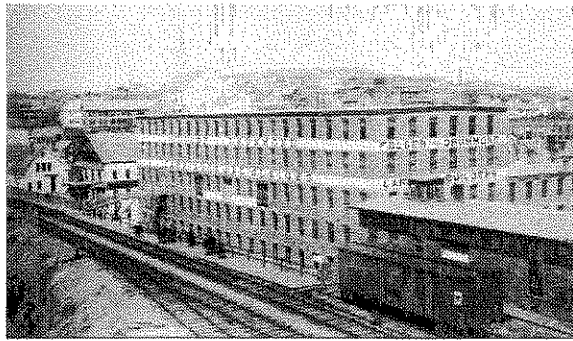
Shown here below is an overview of several carriage firms, including Biddle & Smart in the far back.



The remains of Carriage Hill after the fire of April 5, 1888, stand out against the intact buildings surrounding the damage. Twenty-four factories and dwellings were damaged.



The Amesbury branch of the Boston & Maine Railroad brought the finished carriages from its Lower Mill Yard to the world. The former line of the railroad has been turned into the Riverwalk, a walking, biking, skateboarding heritage pathway linking the historic center, Market Square, with the new commercial area on Route 110. It also joins five distinct neighborhoods along the 1.2-mile route. Furthermore, it is envisioned that the former B & M railbed will be developed into a five mile regional greenway or rail-trail between Newburyport, Salisbury and Amesbury. Interpretive signs, exhibits of the former rail lines, as well as the redevelopment and "certified" historic restoration of an abutting 110,000 sf historic mill complex for rental housing, provide visitors with first-hand examples of Amesbury's rich industrial heritage and its continuing vitality.



The Folger & Drummond Carriage factory building was established in 1887. This firm produced 1,000 carriages per year.

Why Amesbury is worth preserving and celebrating

Amesbury's history has left a rich legacy. It has a variety of neighborhoods that are distinct because they have evolved within different subsets of the town's history. Because of the time in which they evolved (before the advent of the automobile), the neighborhoods are livable, in the sense that they have intimate and walkable streetscapes and a wealth of architectural styles.

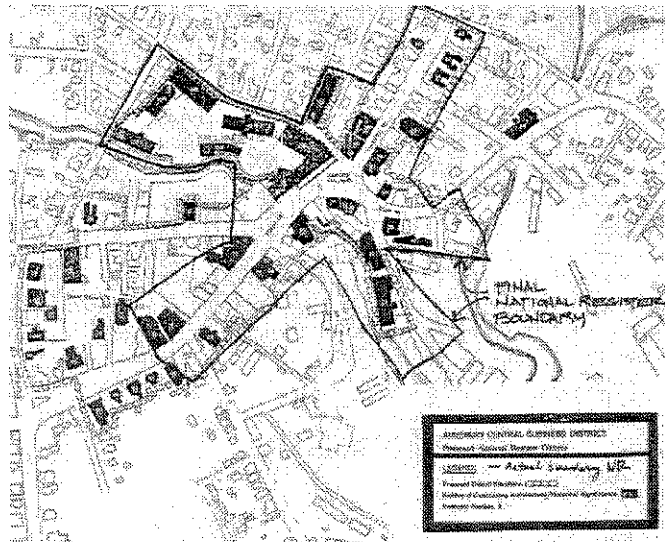
These neighborhoods reflect different themes that have run through Amesbury's history. These themes include the Puritan experience, shipbuilding, agriculture, the Industrial Revolution, Victorian architecture, the Society of Friends, cottage industries and seasonal recreation, among others. These neighborhood characteristics, evolving out of its history, help to define Amesbury with its own sense of place. This distinctiveness cannot be created artificially, but must evolve from each community's unique history.

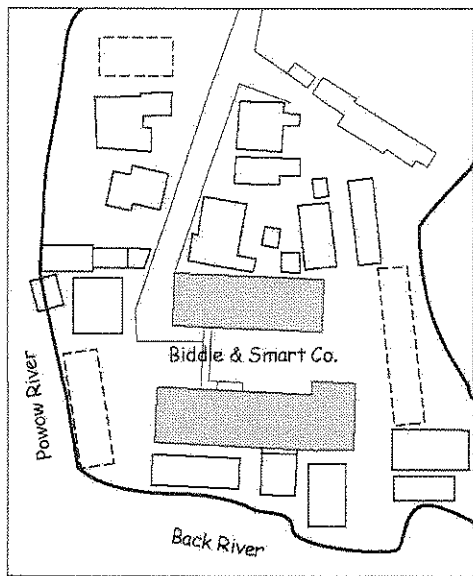
(Lima, 1999. Preservation Plan for the Town of Amesbury)

*The Lower Mill Yard
contributed to the intense
activity of the early 20th
century*

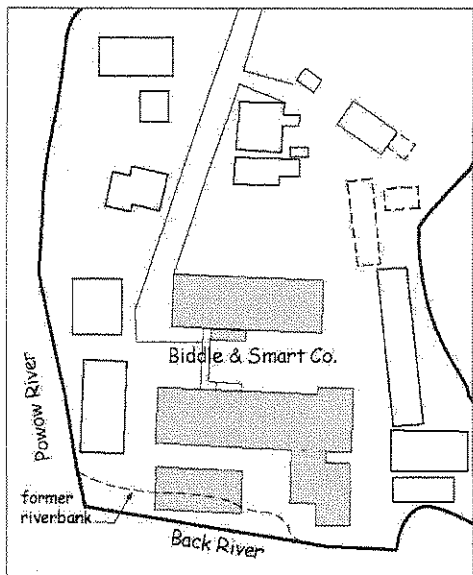


*The National Register
Boundary includes the
adjacent Lower Mill Yard*

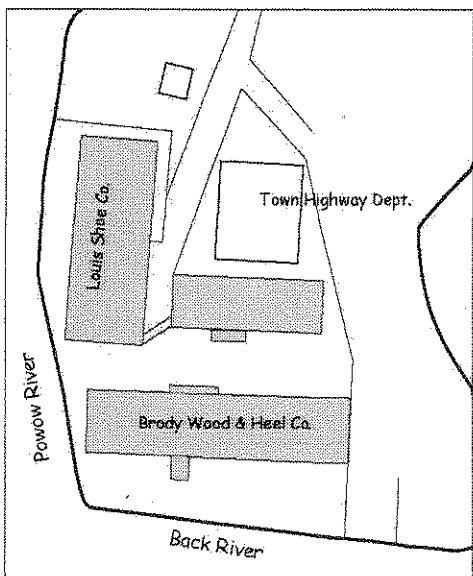




Wharf Site diagram based on 1885 Sanborn map. The shaded areas show principal manufacturing facilities. The structures near the riverbank were primarily storage sheds; the others near the road were dwellings.



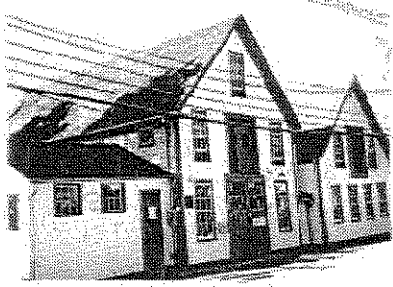
Wharf Site diagram based on 1904 Sanborn map. River bank restructuring allowed for expansion and consolidation of manufacturing and storage structures closer to the river's edge, while some smaller dwelling structures near the factory have disappeared.



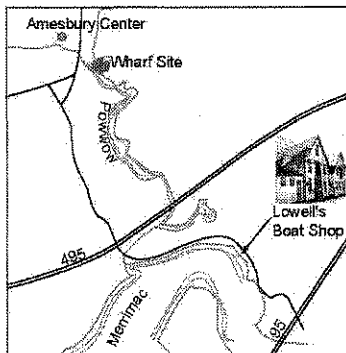
Wharf Site diagram based on 1945 Sanborn map. Shoe manufacturing has now claimed the site, the Biddle & Smart carriage hardware factory is now used as a warehouse. The Town Highway Dept. has established itself here and the remaining residences have disappeared.

Lowell's Boat Shop

The National Historic Landmark, Lowell's Boat Shop built the lap-strike dories to be available at the Park.



Simeon Lowell founded the boat-building shop that was to develop the famous Lowell dory and other lap-strike boat types that were an integral part of the fishing industry, in New England and worldwide. More than 150,000 boats emerged from this modest-sized shop. The Lowell Boat Shop is the oldest boat building shop in America. In 1987, It was listed on the National Register and in 1992 designated as a National Historic Landmark. It is one of Amesbury's great achievements in preservation (Lima, 1999).



Lowell's Boat Yard holds hands-on classes in building these dories and Amesbury Middle school students have already produced four of them. For the last several years the Boat Shop has had a livery of boats available for rent. It is envisioned that when the tide is right, these boats could use the Powwow to visit between the Boat Shop and the new Wharf Park.

The saving and continued operation of Lowell's Boat Shop is one of the extraordinary accomplishments of privately initiated historic preservation in Amesbury during the last decade. Built in 1793 by Simeon Lowell, Lowell's Boat Shop developed the famous Lowell dory and other lap-strike boat types that were an integral part of the fishing industry, not only in New England but also around the world. Lowell dories also had many other uses, however, including their adoption by the Coast Guard for rescue purposes. From this modest-sized shop, more than 150,000 boats have been built.

In 1976, Jamieson O'Dell purchased the shop from Ralph Lowell, the last of the Lowells to operate the boat-building business. Mr. O'Dell succeeded in keeping the concern in operation until mounting losses led to the imminent closing of the shop. However, local activists organized and prevailed upon the Trust for Public Land to purchase the property and hold it until a suitable buyer could be found who would keep the shop in operation as a boat-building facility.

The Newburyport Maritime Society now owns the shop and, with the counsel and assistance of the Lowell's Boat Shop Trust, operates the shop as a working boat-building facility and as a training ground for future wooden boat builders. School students from area towns also come to the shop to learn the art of making dories and actually build and launch their own dories each year.

The Lowell Boat Shop is the oldest boat building shop and one of the oldest businesses in America. In 1987, it was listed on the National Register of Historic Places and was designated as a National Historic Landmark in 1992. The saving of the shop and its continued operation as a boat-building business and as an educational facility should be counted as one of Amesbury's most significant achievements in historic preservation.

The National Park Service in 1991 recommended the creation of a Lowell's Boat Shop Historic District to unify and preserve the neighborhood context surrounding the boat shop. The Park Service identified the Lowell shop as an integral part of its Essex National Heritage Area. Lowell's

Boat Shop is listed as one of the main highlights on the Heritage Area's Maritime Trail.

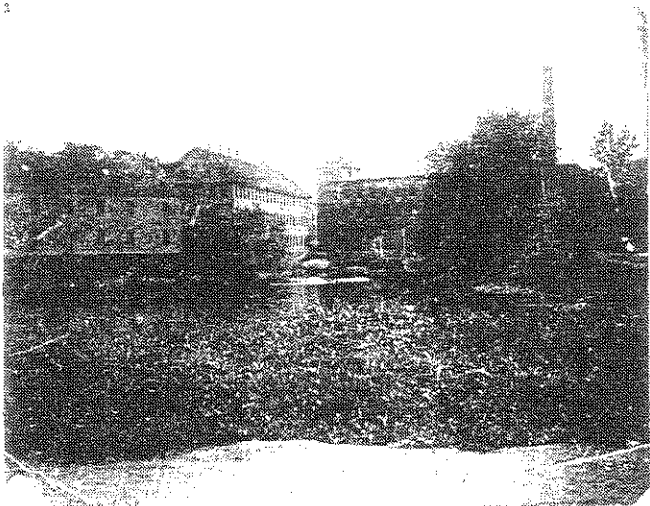
(Lima, 1999. *Preservation Plan for the Town of Amesbury*)

A Gallery of Images

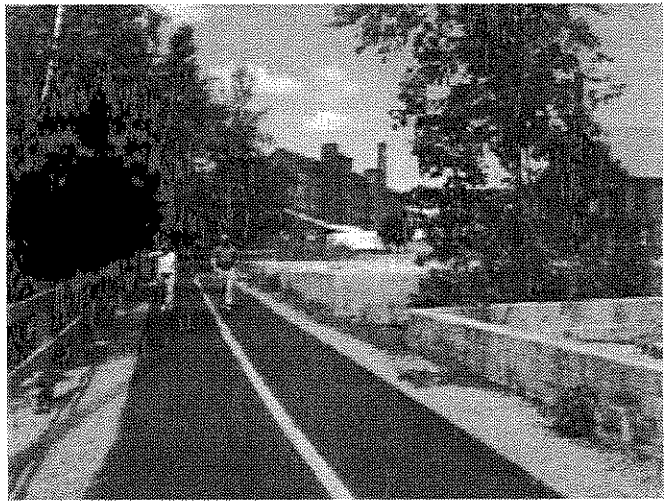
The Lower Mill Yard rejuvenation is the logical next step for Amesbury. An investment in Wharf Park will serve as an anchor destination for a variety of planned uses. The central location, visibility and character of the Mill Yard, at the juncture of the "built" and the "wild," together with its rich history, are precedents for its revitalization and use.

It promises to be a vital destination once again.

The images on the following pages are included here in order to convey the characteristics of the site and the influence that these characteristics have had on the design program.



The Mill history is to be celebrated and will set the character of the new buildings.



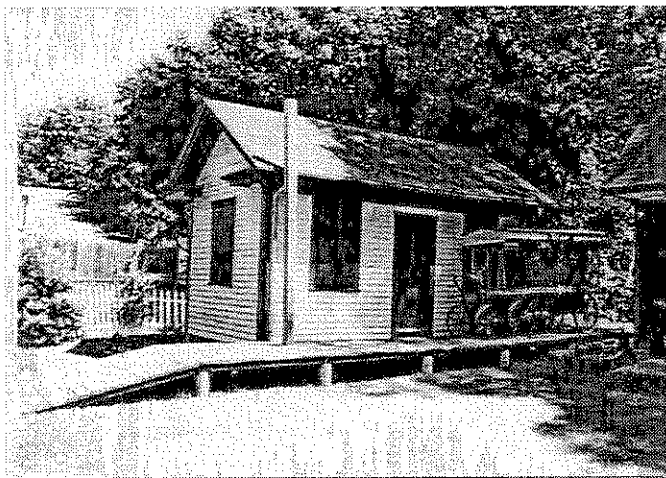
The Bikeway is an essential ingredient of the regional connection.



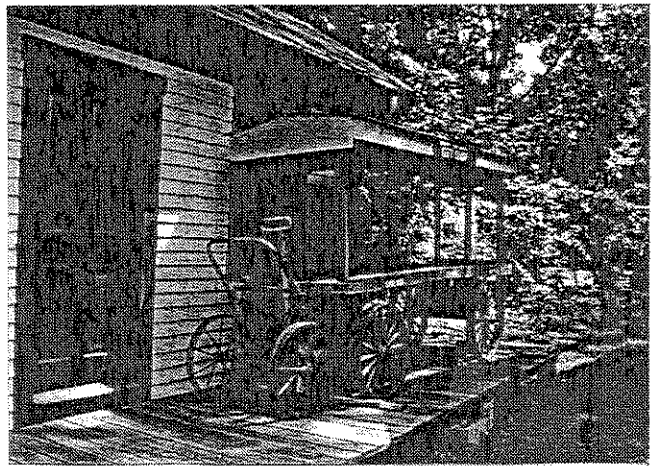
The Matick Roofing Building serves as a historic anchor for the Wharf Park and a potential home for the Railroad Museum.



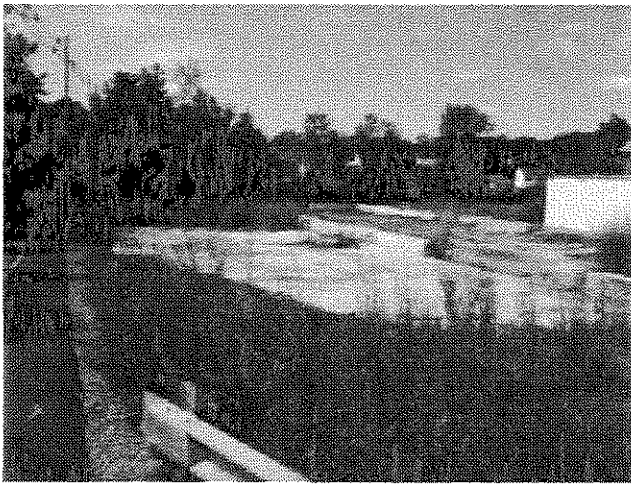
The expanse of the confluence is lake-like, a perpetually captivating view.



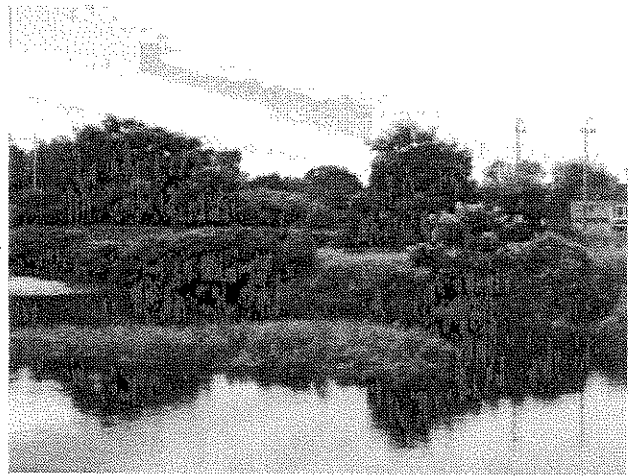
The Railroad Depot is a diminutive-scale element welcome in the Park.



The handcart adds interpretive, nostalgic character.



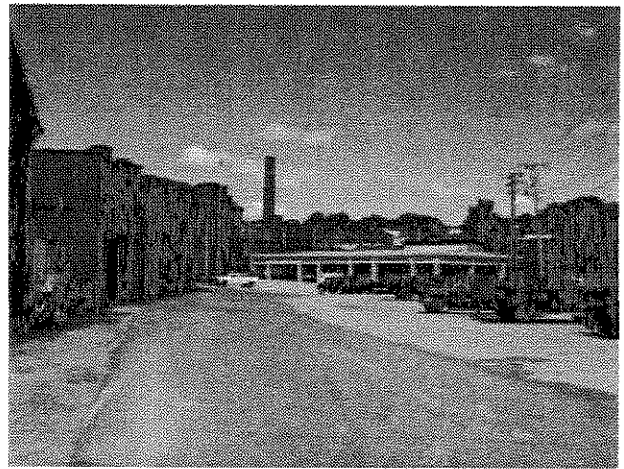
The Wharf Site is an open and ready destination.



The riverine landscape offers interest in all seasons.



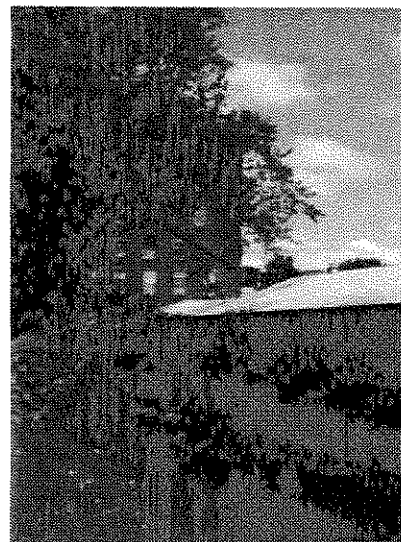
The prime view from the Park speaks for itself.



The nearby parking garage assures access for those from distant locations.



The interesting river embankment is stable and partially vegetated.



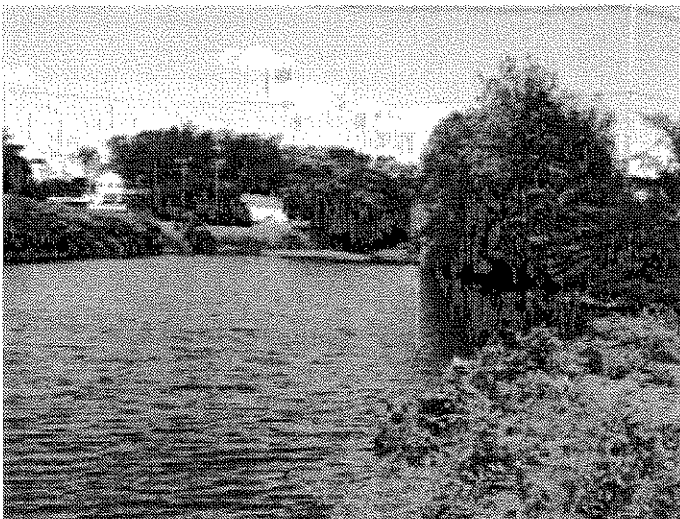
The views toward Amesbury Center and the Mill complex are equally compelling.



Water becomes an invitation to paddle.



The view from Amesbury Center to the Lower Mill Yard is a natural draw.

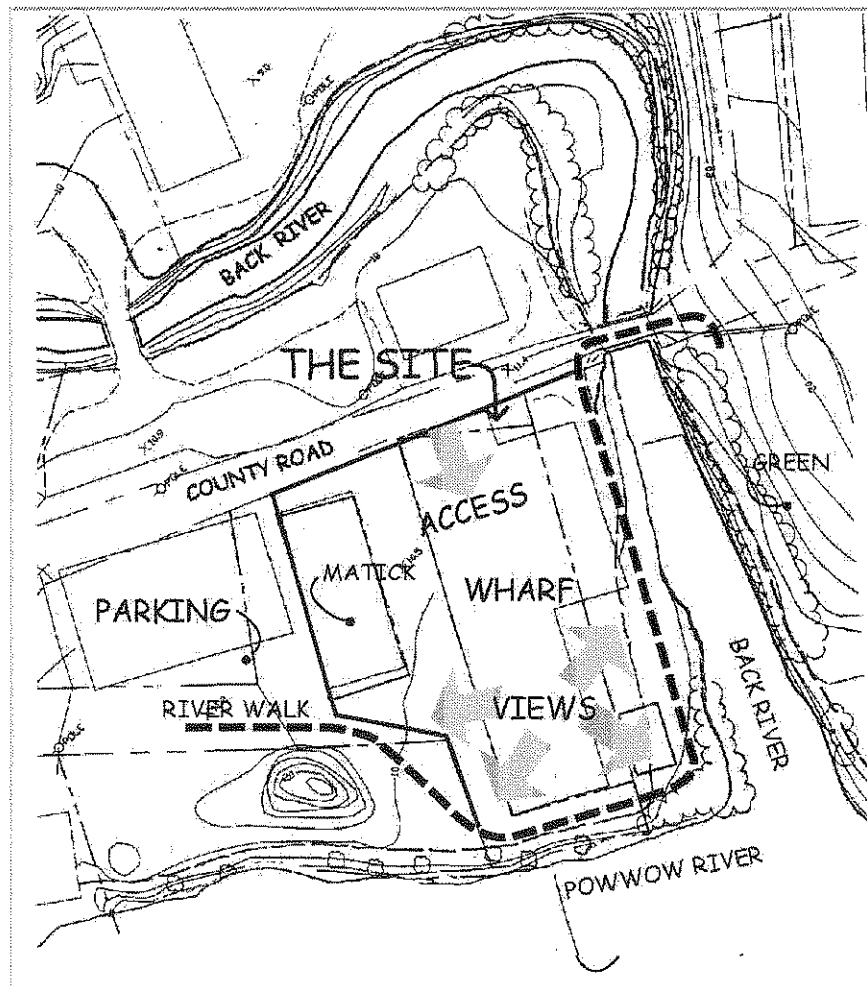


The location for the Dory Dock.

The Site Assessment

The Wharf Site, illustrated in the assessment diagram below, has many assets:

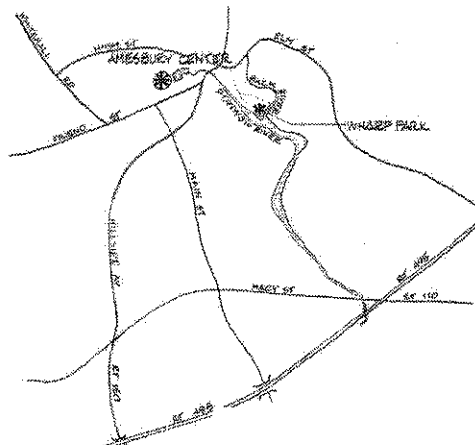
- SUNNY
- LEVEL
- ACCESSIBLE
- AMPLE RIVER FRONTAGE
- GREAT VIEWS
- HISTORIC MATICK BLDG.
- SUPPORTIVE ABUTTERS
- ADJACENT GREEN SPACE
- GRANDFATHERED USE OPTIONS
- PRESENTLY VACANT
- EXISTING BIKEWAY
- ADJACENT PARKING
- ADJACENT TOWN CENTER



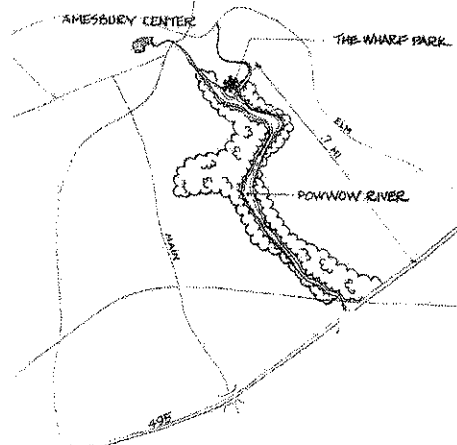
The Program Elements

The Wharf Museum Park

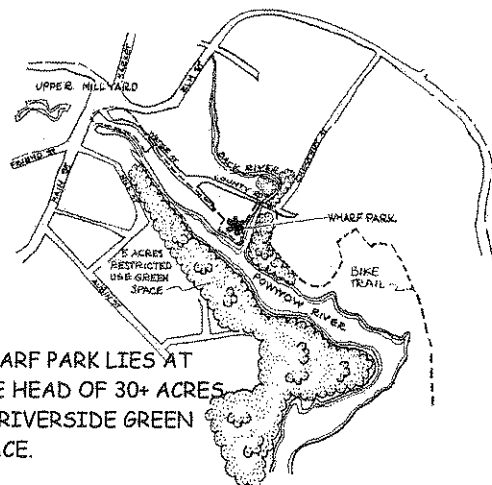
The full Lower Mill Yard is ripe for development and plans are progressing to relocate the Amesbury DPW from the Lower Mill Yard property to make that possible. This move is a good one for multiple reasons. Multi-million dollar investments made within the entire periphery of the Lower Mill Yard in recent years testify to the importance of the location of the Mill Yard and Wharf Park. A senior center/transportation center is presently being designed for a parcel adjacent to the Wharf Park Site. Additional parking, housing, and a prominent restaurant immediately adjacent to the Park are anticipated. The 24,400 sf. Wharf Site, while relatively small, resides in a substantially larger context of non-developable, open green space.



AMESBURY CENTER AND WHARF PARK SERVE AS THE HUB OF RADIATING STREETS THAT ARE REGIONALLY LINKED.

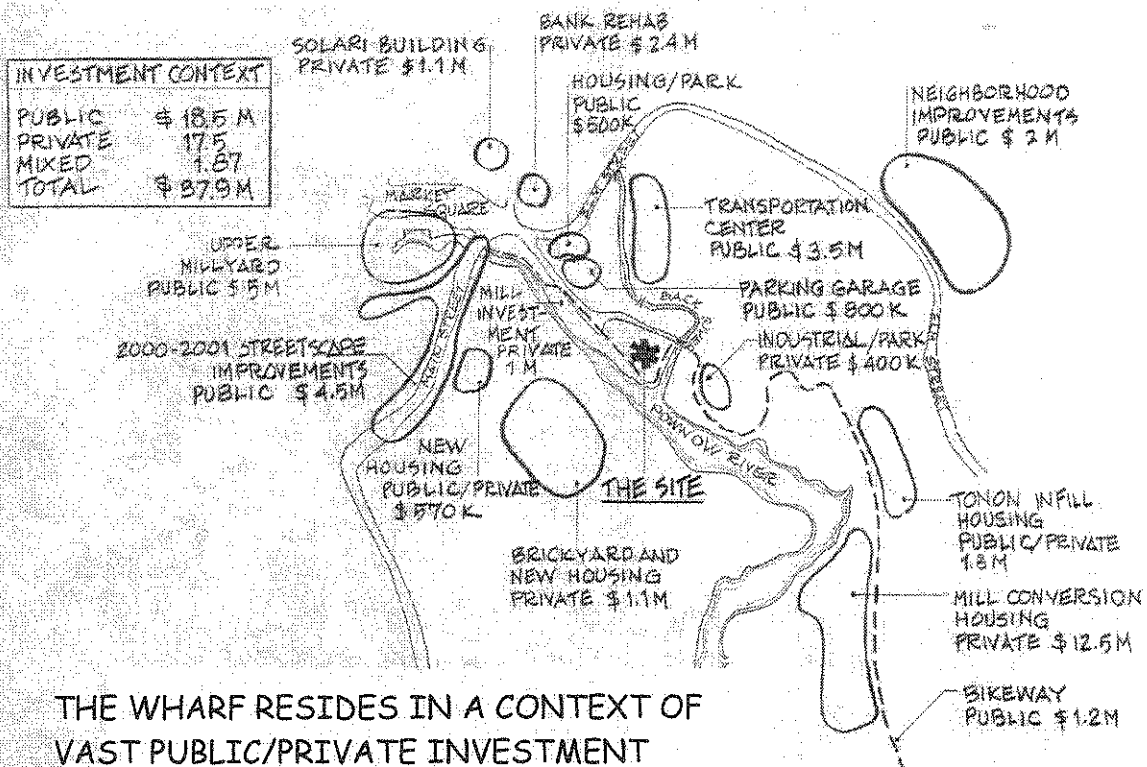


THE LINEAR POWWOW GREEN CORRIDOR REACHES TO RT. 495 AND BEYOND.



WHARF PARK LIES AT THE HEAD OF 30+ ACRES OF RIVERSIDE GREEN SPACE.

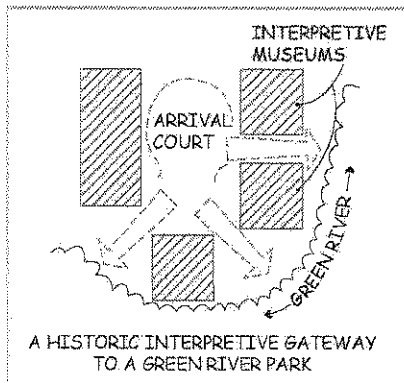
These images and that on the following page show the Lower Mill Yard site in its physical and economic context at increasingly detailed scales.



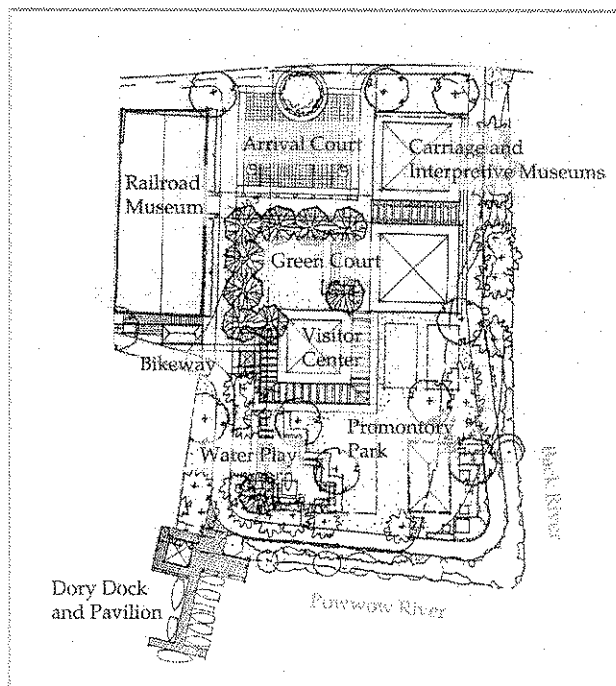
Multi-million dollar investments made within the entire periphery of the Lower Mill Yard in recent years testify to the strategic location of the Mill Yard and the Wharf Park.

The Wharf Park Design Concept

The historical significance of Wharf Site is based in its industrial past, which has also ultimately compromised its environmental quality. However, because it is so well situated between Amesbury's developed center and adjacent, protected riparian open space, it is also a potential fulcrum between urban and emerging greenway contexts. The diagram below illustrates how the new and rehabilitated structures, poised within the park landscape, could perform a vital urban role while promoting visual contact and physical access to the green space beyond. The proposed site plan shows how this concept can become a reality, making Wharf Park a historic interpretive gateway to a green river park.



To the left, a concept diagram of Wharf Park. The proposed site plan is shown below.



The development of this concept into a design scheme is based on consideration of the particular opportunities of the Lower Mill Yard's Wharf Site and aims to achieve the following objectives:

- *Recognize historic past site use in a culturally interpretive center*
- *Enable public-private cooperation*
- *Protect the historic Matick Roofing Building*
- *Respect operative legal regulations for Rivers Act, wetlands, flood plain*
- *Reserve the strategic point at the rivers' confluence for pedestrian use*
- *Use the bikeway as an additional link*
- *Provide for handicapped access*
- *Make it a family destination*
- *Create a series of outdoor rooms*
- *Make use of and feature the rivers*

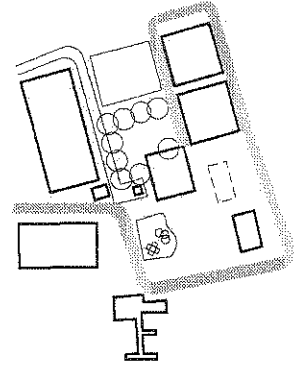
The individual elements of the proposed design, shown on the preceding page, are described in greater detail on the following pages.

Each feature is highlighted on an accompanying key plan diagram.

Elements of the Design

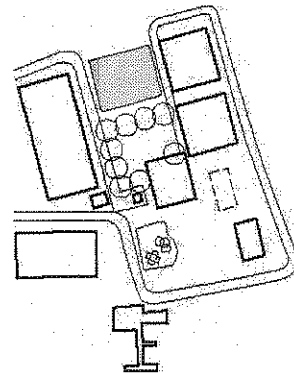
1) Riverwalk/Bikeway

The recently completed Riverwalk is considered and enhanced in this plan. This popular walk-and-bikeway follows the Back River and Powwow River banks at the periphery of the Park/Wharf Site, following the west, south and part of the east boundaries of the property. The ample, well-constructed (10ft. wide by 700 lin. ft. in the site) Riverwalk/Bikeway is a regional asset, eventually linking to Salisbury Beach some 4.75 miles away. The site serves as a pivotal point upon which the bike path turns. Together with the park, historic resources and public restrooms as a destination/draw, the increasingly popular Bikeway will continue to bring growing numbers of people from Amesbury Center, the outlying portions of the Town, and beyond. The Bikeway would also double as an occasional maintenance vehicle route to the less accessible portions of the Park.



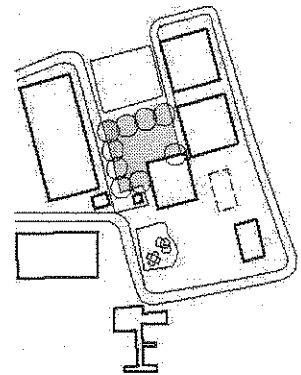
2) Arrival Court

A specially paved car court and parking for six vehicles, including two parking spaces for the handicapped, provides convenient access to the proposed cluster of historic museums and exhibition spaces. The 60 x 80 ft. curbed space would serve as a high quality, easy to maintain entrance to the Park. Bollards, some of which are mobile, would restrict unwanted vehicular traffic into Wharf Park. A planting island and sign serve to signal the park and define one of its main entrances.



3) The Central Green Court

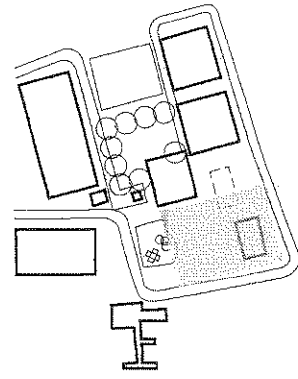
A complementary tree-ringed, level lawn would provide a protected pedestrian-scale entrance to the museum buildings as well as a wind-screened inner court. It would be appointed by the Jeff Briggs Historic Wheel Sculpture (see sketch). Four or five benches make the shady, protected court a place to linger or meet. A landmark clock tower that mimics the verticality of historic smokestacks (visible from the upper village and from the river) identifies the Park. The clock tower is directly adjacent to the green court.



4) The Promontory Park/lawn

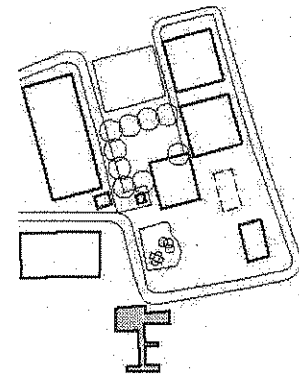
The Park's primary green space is located at the strategic juncture of the Back and Powwow Rivers. This open area is planned for flexible use, and features the terrific long, dramatic views such a location can be expected to offer. The soothing, contemplative, natural character of the rivers and adjacent landscape provide contrast to the clustered, more vibrant upper mills and Amesbury village, fully visible from the park as well.

The level lawn would include a strategically placed open structure, convertible to protected exhibition space when not in use as a picnic or gathering structure. Picnic tables would be located around the structure. There is space for light play, for tenting or other special events or exhibitions. Moreover, the park is visually connected (possibly connected by bridge in the future) to substantial green space across the two rivers. The overall sensation is that of being in a very large green park with at least one immediate means of getting to the larger green space, via the Bikeway.



5) Dory Dock and Pavilion

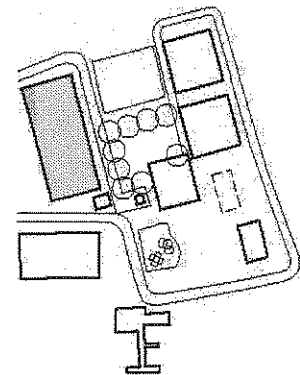
A small (6-8 boat) dock for the Amesbury-made dories and a small storage pavilion provide a greatly desired access to the rivers and water activities. The dock and pavilion not only provide a connection to another aspect of Amesbury's transportation history; it also gives the riverbank a sculptural focus and provides a source of complementary activity. The tidal rivers have sufficient water to the dock for much of each day most of the year.



6) Railroad Museum

The lower floor of the historic brick Matick building could become the ideal new home for the Salisbury Point Railroad Museum. The exterior southern end of the building, adjacent to the Bikeway, would feature a replicated railroad loading dock with a small historic hand cart, crossing lights, etc. (see image). The building would offer the most strategic, accessible location for the museum complex. The simple historic brick structure would be era-appropriate for the museum and is just the right size.

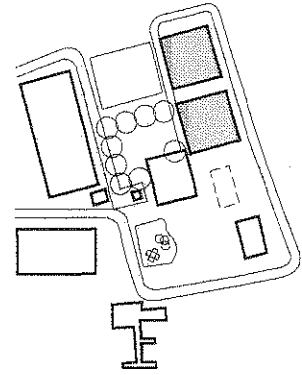
The upper floor of the building could serve as "triple A" commercial office space, guaranteeing permanent vitality to the site and Park and potentially providing an administrative center for the collective museums.



Some part of the Carriage Museum may be housed in this building as well.

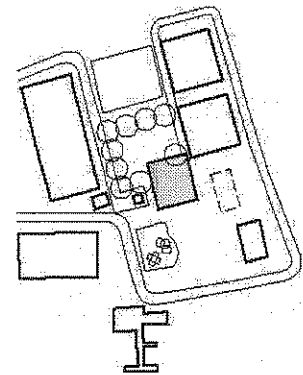
7) The Carriage and Interpretative Museum

The Historic and Interpretive Museums currently planned as 2580 sf. each would satisfy much, but not all, of the space needs of the Carriage Museum. Their central location as a centerpiece of the park will favor changing exhibits of key elements of the museum collections. The buildings are positioned strategically on the existing footprint of the Wharf, facilitating approval processes, toxic management and construction. The 'pod' buildings are connected by protecting overhead vine-covered arbors.



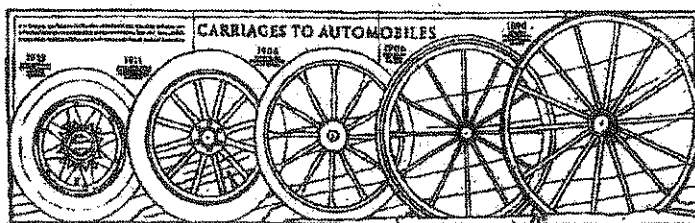
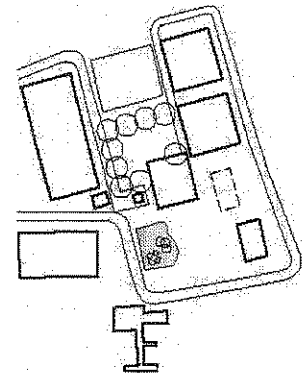
8) Visitor Center

These museums are linked to a third and central administration building (1600 sf.) of similar character holding smaller and changing exhibits (the history of the site included), carriage museum offices and administration, as well as the all-important handicap accessible public restrooms. These restrooms are designed to provide accessible services even when the offices are closed.



9) Water Play

In the interest of assuring that Wharf Park is a destination for the entire family, one of the park's features would be historically referenced water play sculpture. It would be site and context sensitive, designed through collaboration between a sculptor or landscape architect and a water play manufacturing company to be designated. Historic artifacts that may have been part of the rich manufacturing history, or parts of the carriage, train or boating history of the property are to be considered for inclusion in this structure. The opportunity to turn a wheel and produce water mist or splash is to be considered. The water play space, circa 200 sq. ft. in area, occupies a strategic sunny position in direct relation to the bikeway.



Jeff Briggs sculpture will lead us from earlier Amesbury history to the present day.

Parking

A city parking structure has been constructed within the Lower Mill Yard. The current garage capacity of 115 spaces can be expanded to accommodate 150 or more cars, and once the DPW building is removed, an additional 60 parking spaces can be created. More than 200 parking spaces will ultimately be within 300 – 500 ft of the site. Some additional casual parking exists in the Lower Mill Yard.

Street furnishings /paving

The park would have a distinctive character in terms of lighting, benches, waste receptacles, bike racks etc. It would set the theme for the furnishings for the entire lower mill yard. Durability will be an important factor.

Maintenance

The town, the primary landowner, will lead the maintenance of the Park grounds. It will be coordinated with the regular bikeway maintenance already carried out by the DPW and the Park and Recreation departments. The buildings will be the responsibility of the various museums.

Environmental Issues

River Edge and Flood Plain

The site is generally about 5 ft. above mean high water, with a stable rock-faced or metal-reinforced retaining headwall near the bridge. The majority of the site is out of the 100-year flood plain. A shrub woodland edge of varying densities occupies that embankment and helps to stabilize it. Strategic, careful thinning would improve views and enhance the park aesthetic. Additional stabilization will be necessary in the vicinity of the Dory Dock and Pavilion. The 100-year flood plain does impact the outer perimeter of the Wharf Site, generally parallel with, but not touching, the walls of the former Wharf building. The flood plain ranges from 10 to 40 ft. wide, measured from the top of the embankment. The average width of flood prone land is estimated at 25 ft.

The Massachusetts Rivers Protection Act

Regulations allow building within the existing footprint of the wharf. Construction elsewhere must respect a 100-foot river buffer zone. The MRPA has a provision for the designation of a "Densely Developed Area" for previously developed areas of at least 10-acres. In this case the required buffer becomes 25 feet. "Designation of a densely developed area is subject to the Secretary of the Executive Office of Environmental Affairs' approval of a city or town's request for such designation."

Cammett Engineering did approach the previous mayor about getting the Lower Mill Yard area designated a Densely Developed Area.

Under the redevelopment provisions of the act we are restricted from developing the site any closer to the river than has already been done. We are fortunate that there is an existing building adjacent to the river that sets the legal boundary. We are therefore incorporating the provisions of the Rivers Act in our permitting task and at this time do not see it as a constraint in terms of the contemplated site development.

Toxins at the Wharf Site¹

Polycyclic aromatic hydrocarbons (PAHs) and metals (primarily lead) are the primary "Contaminants of Concern" for the Wharf Site. They are considered to be manageable and compatible with the nature of use proposed for the Wharf Site. Restricted access to the contaminants can be accomplished by overlaying the contaminated site with pavement and or clean fill, loam and lawn.

Soils impacted with PAHs at moderate (less than 100 ppm total PAHs) to high (greater than 100 ppm total PAHs) concentrations can be expected to be encountered at depths of 0 to 15 feet bsg throughout the Lower Mill Yard site. Information in virtually all of the reports reviewed suggests that the PAHs are due to the presence of coal ash in the soil. Therefore, if adequately documented, the PAHs could be considered to be representative of background concentrations, and may warrant a Permanent Solution.

In addition, PAH-impacted soils throughout the remainder of the Lower Mill Yard may not require any specific MA-DEP response actions. However, due to the toxic nature of PAHs, these soils should be permanently isolated from direct contact with workers and visitors to the Lower Mill Yard.

Hot Spots of soils impacted with high concentrations of lead (greater than 1,000 ppm) may be encountered at depths of 3 to 15 feet bsg at sporadic locations throughout the Lower Mill Yard and Wharf Site. One known hot spot of lead-impacted soil at the Wharf Site will reportedly be excavated prior to redevelopment activities. According to the Town, a previously estimated expenditure of \$20,000.00 has been considered for this work, which should not be included as a redevelopment cost for this project.

Soils impacted with moderate concentrations of lead (less than 1,000 ppm) are expected to contain PAHs as well. It is assumed that soils impacted with lead at less than 1,000 ppm will not be characterized as hazardous waste.

¹ John Ankiewicz, EnviroSense Inc. Project Summary Report.
Lower Mill Yard, June 2002.

Cost Estimate

Buildings

2 Museum Bldgs. & Visitor center 5200 sf each	\$ 1,500K
Purchase of Matick Bldg.	unknown
Restoration of Matick Bldg. 4000 sf	500K
Picnic structure	<u>30K</u>
	\$2,030 K

Furnishings*

Briggs Sculpture	\$10K
Benches 10	\$8K
Historic water park 2000 sf	\$100K
Lighting	<u>\$25K</u>
	\$143 K

Landscape

Planting trees (30)	\$15K
Planting shrubs (200)	\$20K
Special pavement (5000 sf)	\$125K
Fill materials (3000 yd)	\$75K
Toxic Management	\$50K
Utilities allowance drainage	\$75K
Lawn (10,000 sf)	\$8K
River edge treatment landscape (7000 sf)	\$25K
Mulch	\$5K
Topsoil 300 cu yd	\$10K
Miscellaneous 15%	<u>\$90K</u>
	\$498K

** Assumes that the furnishings of the museums will be carried out under separate budgets.*

Meeting Grant Criteria and Objectives

Urban Self Help Park and Recreation Projects

Federal Land and Water Conservation Fund

The Wharf Site is a waterfront park on the tidal Back and Powwow Rivers. This fully accessible park, with its museum buildings, is linked to other conservation sites and would forge a crucial link in the area's planned open space network. It protects, enhances and makes use of the rivers visually and for water-based, historically referenced recreation.

Wharf Park will have regional connections and use thanks to the recently installed Riverwalk/Bikeway, extended adjacent parking, and the imminent Intermodal Transportation Center. It will feature education and informational services through the three planned museums. The rich history of the site and its surrounds will be interpreted and will enable environmental educational programming. The Carriage Museum, the Salisbury Point Railroad Museum and the Historic Amesbury Cultural Interpretive Museum will be primary but not exclusive players in any educational initiatives. This park will strategically expand Amesbury parklands and outdoor recreational facilities. This project makes possible the conversion of a known but not excessively polluted Brownfields Site into a community asset.

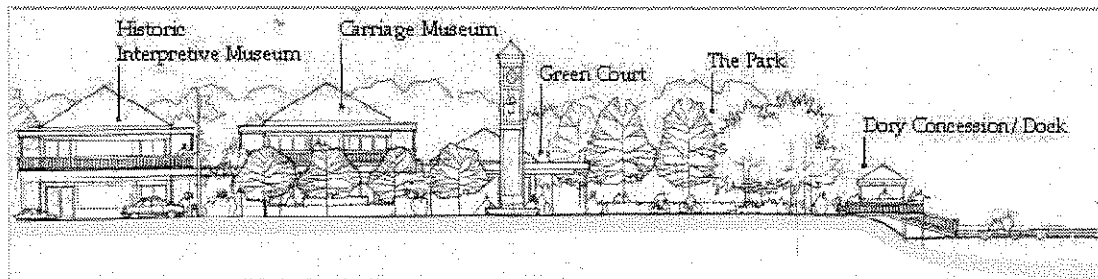
It is part of a linked system of Amesbury and outlying green space that speaks to the intent of the Statewide Comprehensive Outdoor Recreation Plan. It is consistent with and promotes Amesbury Open Space and Recreation Plan goals.

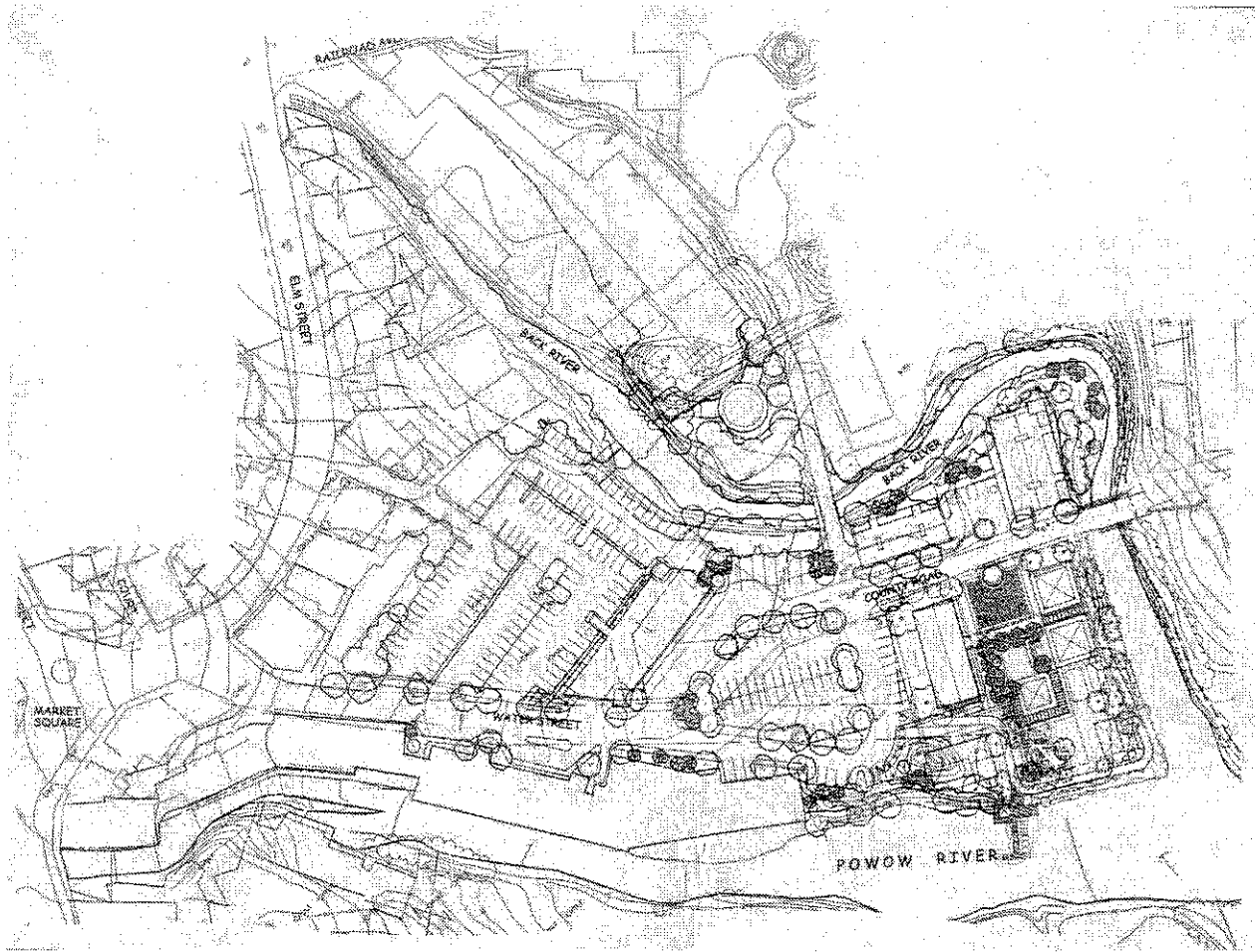
Concept Summary

Wharf Park is the next Amesbury-led initiative to reclaim the Lower Mill Yard and the recently burned Wharf Property into a community asset and cultural/recreational destination. This effort is consistent with the investment and reasoning behind the adjacent regional Riverwalk/Bikeway recently constructed to. It is a project that touches all aspects of Amesbury history, all ages of Amesbury citizens, and has appeal far beyond the town borders. It is worth repeating that it is an idea whose time has come.

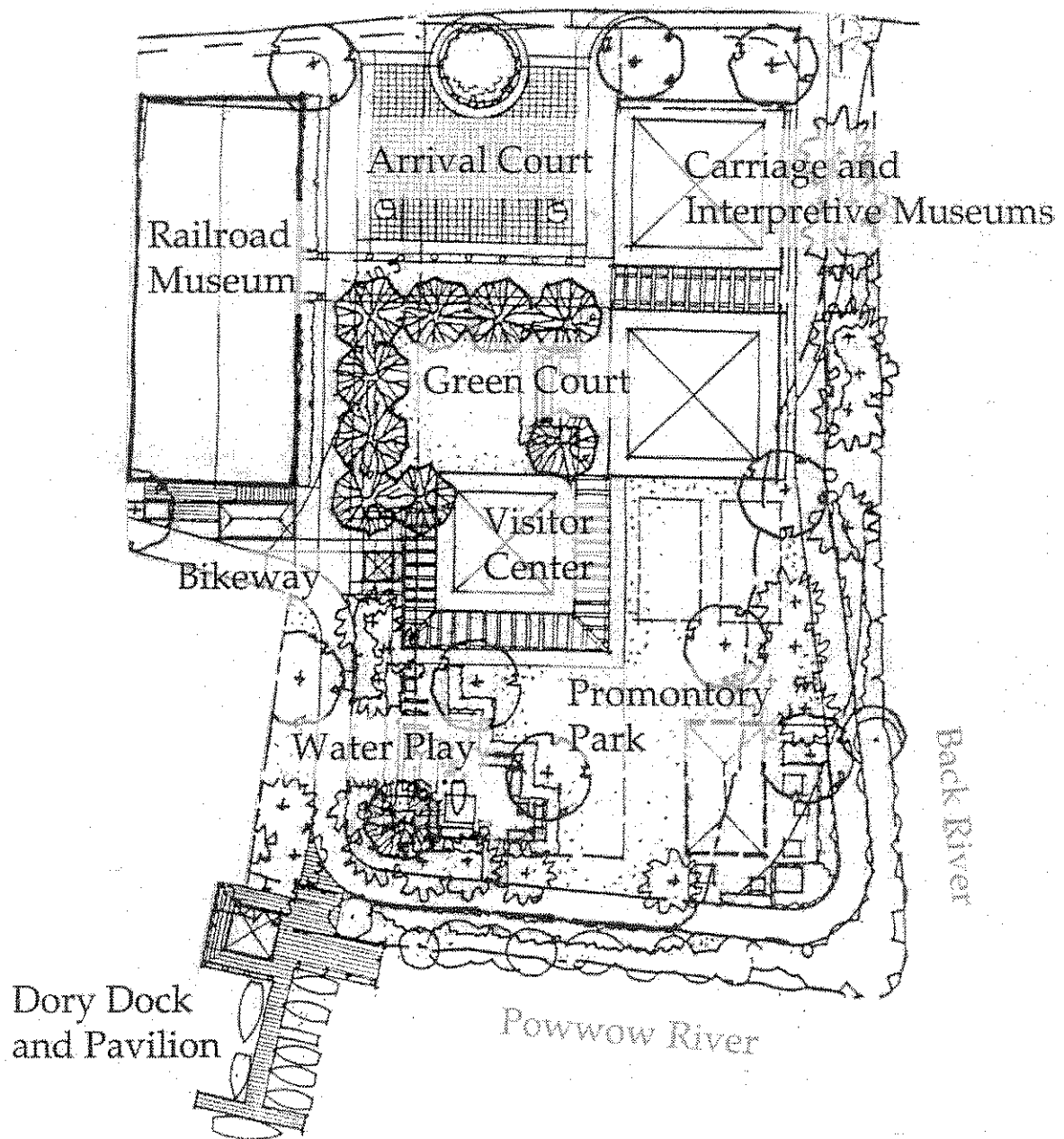


These Wharf Park design images illustrate the Lower Mill Yard's potential as a historically sensitive community asset and cultural destination.

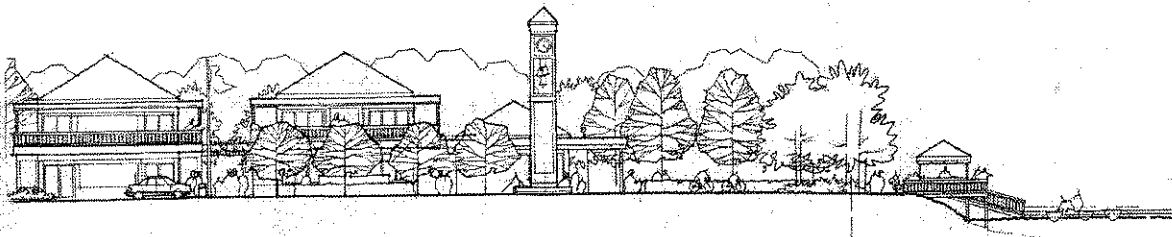
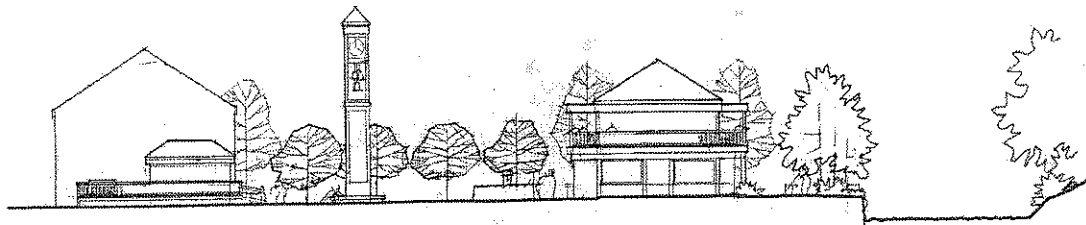




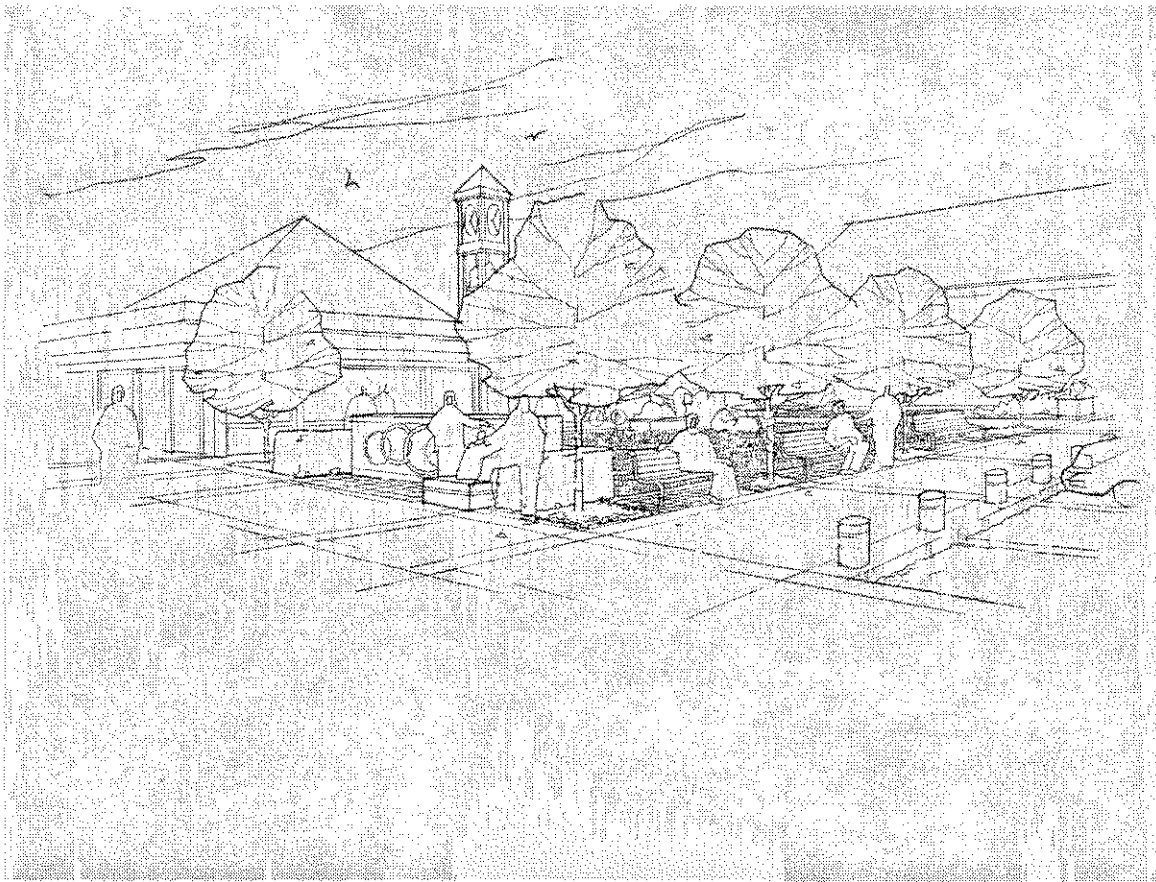
Wharf Park will reside in a context of mixed use in the Lower Mill Yard



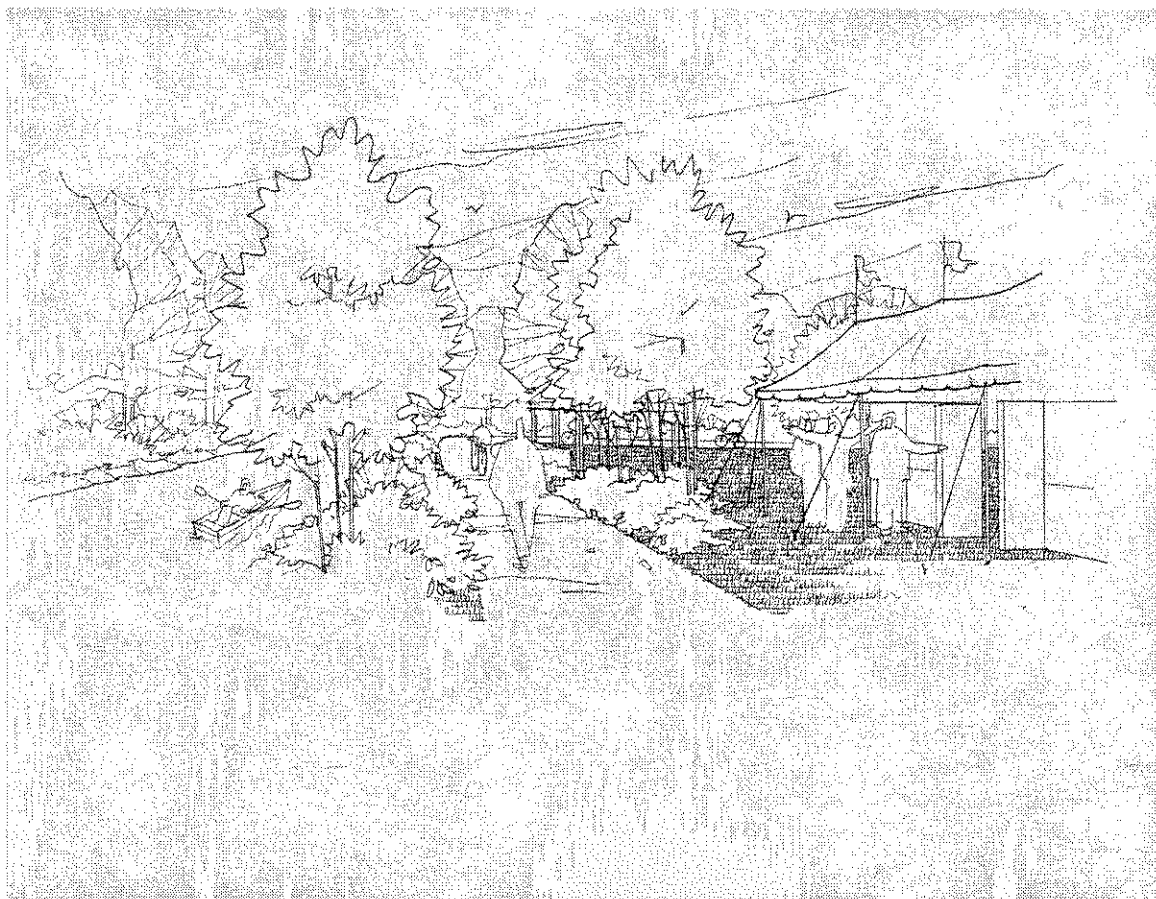
Preliminary Plan – Wharf Park



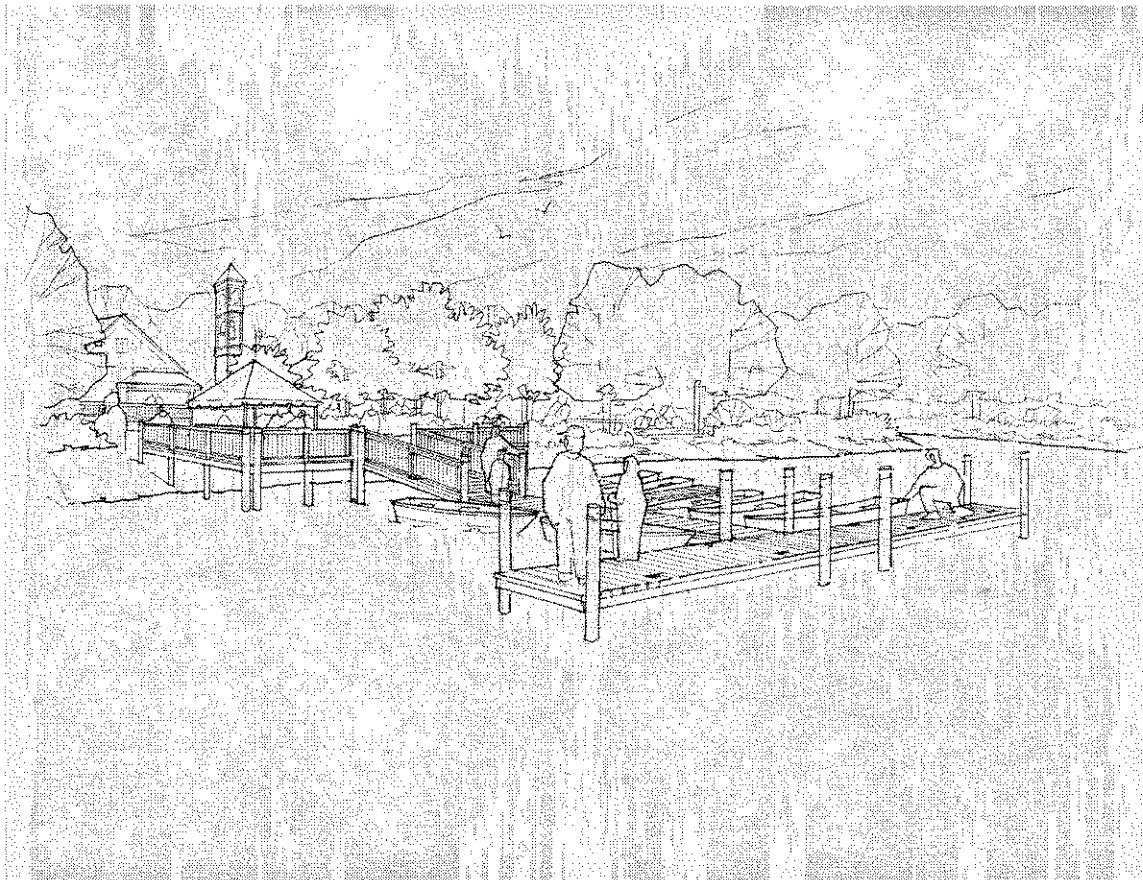
Wharf Park promises to be an active, vital destination.



The clocktower, benches and Jeff Bridges sculpture provide a welcome to the protected green courtyard.



The Green Promontory at the juncture of the Back and the Powwow Rivers acts as a flexible community gathering place



The "Dory Connection" to the Powwow River adds an expressive dimension to Wharf Park

Appendix

The following pages display plans and illustrations of the design proposed for the Lower Mill Yard's Wharf Park.

